

# CHINA



# MAIL.

Established February, 1845.

With which is incorporated The "Hongkong Evening Mail and Shipping List." Published every Evening.

VOL. XXXIII. No. 4246.

號七月二年七十七百八千一英

HONGKONG, WEDNESDAY, FEBRUARY 7, 1877.

日五廿月二十年子丙

PRICE, \$24 PER ANNUM.

## AGENTS FOR THE CHINA MAIL.

LONDON:—F. ALGAR, 8, Clement's Lane, Lombard Street. GEORGE STREET, 30, Cornhill. GORDON & GOSCH, Ladgate Street. E. C. BATES, HENRY & CO., 4, Old Jewry. E. C. SAMUEL DRAGON & CO., 160 & 164, Leadenhall Street.

NEW YORK:—ANDREW WIND, 133, Nassau Street.

AUSTRALIA, TASMANIA, AND NEW ZEALAND:—GORDON & GOSCH, Melbourne and Sydney.

SAN FRANCISCO and American Ports generally:—BEAN & BLACK, San Francisco.

CHINA:—SWATOW, QUEEN & CAMPBELL, Amoy. WILSON, NICHOLLS & CO., Foochow. HEDDER & CO., Shanghai. LANE, CRAWFORD & CO., and KELLY & WALSH, Manila. C. HEINER & CO., Macao. L. A. DA GRAGA.

## Banks.

HONGKONG & SHANGHAI BANKING CORPORATION.

Paid-up Capital, \$5,000,000 Dollars. Reserve Fund, 200,000 Dollars.

COURT OF DIRECTORS.  
Chairman—E. R. BELLIO, Esq.  
Deputy Chairman—A. D. ANDER, Esq.  
J. F. COHEN, Esq. S. W. POMEROY, Esq.  
H. HOFFMANN, Esq. F. D. SASSOON, Esq.  
A. MOLLER, Esq.

## ACT. CHIEF MANAGER.

Hongkong, .. THOMAS JACKSON, Esq. Manager.

Shanghai, .. ERNE CAMERON, Esq.

LONDON BANKERS—London and County Bank.

## HONGKONG.

### INTEREST ALLOWED

ON Current Deposit Accounts at the rate of 1 per cent. per annum on the daily balance.

On Fixed Deposits:—  
For 3 months, 2 per cent. per annum.  
" 6 " 4 " " "  
" 12 " 5 " " "

### LOCAL BILLS DISCOUNTED.

Credits granted on approved Securities, and every description of Banking and Exchange business transacted.  
Drafts, granted on London, and the chief Commercial places in Europe, India, Australia, America, China and Japan.

T. JACKSON, Acting Chief Manager.  
Offices of the Corporation,  
No. 1, Queen's Road East,  
Hongkong, November 2, 1876.

## Notices of Firms.

### NOTICE.

THE Undermentioned Firm is THIS DAY DISSOLVED by consent. The Firm in Liquidation will be signed by Mr J. A. FRASER in Japan, by Mr E. G. LOW in Shanghai, and by Mr T. G. LINSTRAD in Hongkong, or by any one of the Partners.

### HEARD & Co.

Hongkong, February 1, 1877. fe11

### NOTICE.

MR. FERDINAND NISSEN has been compelled to retire from our Firm in consequence of falling health, and his interest and responsibility ceased on the 31st December last.

MR. NICOLAUS AUGUST SIEBS has been authorized to sign for us by Procuration. We have this day reopened a branch of our Firm at Canton.

### SIEMSEN & Co.

Hongkong, January 1, 1877. ap2

### NOTICE.

WE have been appointed AGENTS for the AMERICAN SHIPMASTERS' ASSOCIATION.

ARNHOLD, KARBURG & Co.  
Hongkong, February 2, 1877. ap2

### NOTICE.

MR. J. F. COHEN'S Interest and Responsibility in our Firm ceased on the 31st December last.

WM. PUSTAU & Co.  
Hongkong, January 1, 1877. mo1

### VICTORIA DISPENSARY.

ON and after the 16th day of November, 1876, and until further notice, the BUSINESS of the above-named DISPENSARY will be carried on by the Under-signed.

WM. CRUICKSHANK,  
Manager.  
Hongkong, November 21, 1876.

### NOTICE.

THE Partnership hitherto existing between the Under-signed under the name of MESTERN & HULSE has this day been dissolved by lapse of time, and the signature of the Firm will henceforth be used for the Liquidation only.

C. J. MESTERN,  
W. HULSE.  
Canton, December 31, 1876. ap2

I HAVE this day Established myself at this Port under my own name as GENERAL COMMISSION AGENT.

O. KEES.  
Canton, January 9, 1877. fe9

## Notices of Firms.

### NOTICE.

MR. H. EBELL has This Day been admitted a PARTNER in my Firm at SWATOW and HOIHOW, which in future will be carried on under the Name or Style of "HENTON, EBELL & Co." EDWARD HERTON.  
Swatow-Hoihow, January 1, 1877. fe19

## Entertainments.

### HONGKONG CHORAL SOCIETY.

PROGRAMME OF CONCERT TO BE GIVEN AT THE CITY HALL, ON Thursday Evening, February 8th, 1877, Commencing at 8 o'clock.

### PART I.

1. Overture.—"The Barber of Seville."—Rossini.
2. Song.—"A life that lives for you."—Sullivan.
3. Trio.—"Mynheer van Dunck."—Bishop.
4. Pianoforte Solo.—"Adagio Grazioso" from 18th Sonata.—Beethoven.
5. Song, with Violoncello Obligato.—"Orpheus with his Lute."—Sullivan.
6. Solo and Chorus.—"With a laugh as we go round," from "The May Queen."—Sternale Bemelt.

### PART II.

7. Quartette, for Piano, Violin, Viola and Violoncello.—"Grave and Allegro" from Op. 18.—Beethoven.
8. Barcarole.—"Dormi pure."—Soudert.
9. Violin Solo.—"Oberlander."—Gungl.
10. Four Part Song.—"The Lark."—Mendelssohn.
11. Song.—"My Queen."—Blumenthal.
12. Glee with Solo.—"Thou' he be now a grey grey friar."—Bishop.

Tickets, Price \$2.00 each, may be obtained on and after MONDAY, 5th February, at 10 a.m., from Messrs LANE, CRAWFORD & Co., who have a Plan of the Hall. Tickets may also be obtained at the Door of the Hall on the Evening of the Concert.

T. G. WILLIAMSON, Acting Hon. Secretary.  
Hongkong, February 5, 1877. fe9

### AMATEUR DRAMATIC CLUB OF HONGKONG.

THE MEMBERS of the above CLUB will give their Fourth Performance of the Season at the THEATRE ROYAL, CITY HALL, ON

### MONDAY,

19th February, when will be presented the Popular Burlesque of

"Aladdin or the Wonderful Scamp."

Doors Open at 8.30. Performance to Commence at Nine o'clock.

Tickets may be had at Messrs LANE, CRAWFORD & Co. on and after Wednesday, February 14th.

CHAS. C. COHEN, Hon. Secretary.  
Hongkong, January 27, 1877. fe20

## Auctions.

### PUBLIC AUCTION.

THE Under-signed has received instructions from Messrs HEARD & Co., to sell by Public Auction, on

### MONDAY,

the 12th February, 1877, at 2 p.m., at their Office, Queen's Road,—

The whole of their OFFICE FURNITURE, &c., comprising: Desks, Chairs, Tables, Clocks, Letter Press, Inkstands, Stationery, &c., &c.

Legal and other Books.  
A Collection of Charts.  
One Milner's Patent Fire Resisting Safe. Measuring about 4 ft. 10 in. by 3 ft. 11 in. by 3 ft. 10 in.

One Large Copying Press.  
One Platform Scale.

And,  
One 6-oared House-boat, with Awning, Oars, Iron Davits, Falls, &c.

Catalogues will be issued, and the whole to be on view on the day of Sale. TERMS OF SALE.—Cash before delivery in Mexican Dollars weighed at 7.1.7. All lots, with all faults and errors of description, at purchasers' risk on the fall of the hammer.

J. M. ARMSTRONG,  
Auctioneer.  
Hongkong, February 2, 1877. fe12

## Intimations.

### NOTIFICATION.

A COPY of the JURY LIST for 1877 is posted at the Supreme Court House for inspection; Notice of any inaccuracies, Omissions, Objections, &c., must be given to the Acting Registrar on or before TUESDAY, the Thirtieth day of February, 1877, in accordance with the provisions of Section 8 of Ordinance No. 11 of 1864.

F. S. RUFFAM, Acting Registrar.  
Hongkong, January 20, 1877. fe16

## Intimations.

### MacEWEN, FRICKEL & Co.

ARE NOW LANDING AN INVOICE OF

ROUYER GUILLET & Co.'s CELEBRATED BRANDY.

This BRANDY is well known in England, the Colonies, and India. The Firm possess Six Vineyards and Six Distilleries, and are amongst the largest shippers from Charente.

Qualities One \*, Two \*\*, Three \*\*\*, and Four \*\*\*\*, in Cases of One Dozen Quarts.

Also,

POMMERY & GRENOS

"Extra Sec." CHAMPAGNE,

in Quarts and Pints,

As supplied to the principal London Clubs.

Hongkong, January 5, 1877. [ap5]

### THE MEDICAL HALL,

37, Queen's Road, Hongkong.

ESTABLISHED 1853.

TH. KOFFER, Proprietor.

Hongkong, April 28, 1876. ap28

### HONGKONG & SHANGHAI BANKING CORPORATION.

### NOTICE TO SHAREHOLDERS.

NOTICE is hereby given, that the Ordinary Yearly MEETING of the SHAREHOLDERS in this CORPORATION will be held at the CITY HALL, Hongkong, on THURSDAY, the 15th day of February current, at Three o'clock p.m., for the purpose of receiving the Report of the Court of Directors, together with a Statement of Accounts to 30th December, 1876.

By Order of the Court of Directors,  
THOMAS JACKSON, Acting Chief Manager.

Hongkong, February 1, 1877. fe15

### HONGKONG & SHANGHAI BANKING CORPORATION.

NOTICE is hereby given, that the REGISTERS of SHARES of the CORPORATION will be CLOSED from the 5th to the 15th day of February current (both days inclusive), during which period no transfer of Shares can be registered.

By Order of the Court of Directors,  
THOMAS JACKSON, Acting Chief Manager.

Hongkong, February 1, 1877. fe15

### THE CHINESE INSURANCE COMPANY, LIMITED.

### NOTICE TO SHAREHOLDERS.

NOTICE is hereby given, that the Sixth Ordinary MEETING of the SHAREHOLDERS of the above Company will be held at the Head Office, Victoria, Hongkong, on FRIDAY, the 2nd March, 1877, at 3 o'clock p.m., for the purpose of receiving the Report of the Directors, together with a Statement of Accounts, to 31st December, 1876.

The Transfer BOOKS of the Company will be CLOSED from the 15th February to the 2nd March, both days inclusive.

By Order of the Board,  
OLYPHANT & Co., General Agents.

Hongkong, January 28, 1877. mo2

### THE CHINA FIRE INSURANCE COMPANY, LIMITED.

### NOTICE TO SHAREHOLDERS.

THE Eighth Ordinary MEETING of SHAREHOLDERS in the Company will be held at the Company's Office, 88, Queen's Road, Victoria, at 2 o'clock in the afternoon of FRIDAY, the 16th February next, for the purpose of receiving a Statement of Accounts and the Report of the Directors for the Year ending 31st December, 1876.

The Transfer BOOKS of the Company will be CLOSED from the 8th to the 15th February, both days inclusive.

By Order, JAS. B. COUGHRIE, Secretary.

Hongkong, January 19, 1877. fe16

### COMPAGNIE DES MESSEGERIES MARITIMES.

### PAQUEBOT POSTE FRANCAIS.

### HONGKONG AGENCY.

FROM This Date the Offices of this Agency are REMOVED to the Premises in the PRATA CENTRAL lately occupied by Messrs GILMAN & Co., next to Messrs RUSSELL & Co.'s Building.

H. DU POUY, Agent.  
Hongkong, February 1, 1877. mo1

## Intimations.

## Intimations.

### HONGKONG HORTICULTURAL EXHIBITION SOCIETY.

THE ANNUAL FLOWER and VEGETABLE SHOW will be held in the PUBLIC GARDENS on FRIDAY, the 16th, and SATURDAY, the 17th February.

Admission: First Day, ..... \$1.  
Second Day, ..... 50 Cents.

Payment at the Gates, or Tickets may be had of Messrs LANE, CRAWFORD & Co., Hongkong, February 6, 1877. fe16

### NOTICE.

THE Office of the IMPERIAL RUSSIAN CONSULATE has This Day been REMOVED to PEDDAR'S HILL.

By Order,

LOUIS HAUSCHILD, Secretary.

Hongkong, January 29, 1877. fe12

### NOTICE.

THE Office of the IMPERIAL GERMAN CONSULATE has This Day been REMOVED to PEDDAR'S HILL.

By Order,

LOUIS HAUSCHILD, Secretary.

Hongkong, January 29, 1877. fe12

### OCCIDENTAL & ORIENTAL S. S. Co.

### NOTICE.

MR. GEORGE W. BAFFEY has been authorized to sign the Company's Bills of Lading from and after this date.

G. B. EMORY, Agent.

Hongkong, February 5, 1877. fe11

### OCCIDENTAL & ORIENTAL S. S. Co.

### NOTICE.

THE OFFICES of the Company have This Day been REMOVED to No. 37, Queen's Road, Central.

G. B. EMORY, Agent.

Hongkong, February 5, 1877. fe18

### NOTICE.

BY Order of the Board of Directors of the PACIFIC MAIL STEAMSHIP COMPANY, Messrs RUSSELL & Co. have This Day assumed charge of their AGENCY at this Port.

G. B. EMORY, Agent.

Hongkong, February 5, 1877. fe11

### NOTICE.

IN Accordance with the above notification, We have This Day ASSUMED CHARGE of the COMPANY'S BUSINESS at this Port.

Until Further Notice the Offices of the Company will remain at No. 16, Praya Central.

Mr C. V. SMITH is authorized to sign Bills of Lading.

Consular Invoices to accompany Overland Cargo should be sent to the Company's Offices in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.

For Security's sake Shippers of Overland Cargo are requested to endorse on the Envelope the Marks and Nos. of Packages Shipped, to correspond with those in their Bills of Lading.

RUSSELL & Co., Agents.

Hongkong, February 6, 1877.

### U. S. MAIL LINE.

### PACIFIC MAIL STEAMSHIP COMPANY.

THROUGH to NEW YORK, VIA OVERLAND RAILWAYS, AND TOUCHING at YOKOHAMA, AND SAN FRANCISCO.

THE U. S. Mail Steamer CITY OF PEKING will be despatched for San Francisco, via Yokohama, on MONDAY, the 12th February, 1877, at 3 p.m., taking Passengers, and Freight for Japan, the United States, and Europe.

Through Passenger Tickets and Bills of Lading are issued for transportation to Yokohama and other Japan Ports, to San Francisco, to ports in Mexico, Central and South America, and to New York and Europe via OVERLAND RAILWAYS.

A Steamer of the Mitsui Bishi S. S. Company will leave Shanghai, via the Inland Sea Ports, about same date, and make close connection at Yokohama.

At New York, Passengers have selection of various lines of Steamers to England, France and Germany.

Freight will be received on board until 4 p.m. 17th Proximo. Parcel Packages will be received at the office until 5 p.m. same day; all Parcel Packages should be marked to address in full; value of same required.

For further information as to Passage and Freight, apply to the Agency of the Company, No. 16, Praya Central.

RUSSELL & Co., Agents.  
Hongkong, February 5, 1877. fe19

## Shipping.

### Steamers.

### NOTICE.

### COMPAGNIE DES MESSEGERIES MARITIMES.

### PAQUEBOT POSTE FRANCAIS.

The Company's Steamship "MENZALEH," Comdt. PASQUALINI, will be despatched for YOKOHAMA shortly after the arrival of the next French Mail.

H. DU POUY, Agent.

Hongkong, February 2, 1877.

### NOTICE.

### COMPAGNIE DES MESSEGERIES MARITIMES.

### PAQUEBOT POSTE FRANCAIS.

The Company's Steamship "TIGRE," Comdt. BAWEN, will be despatched for SHANGHAI shortly after her arrival from Europe.

H. DU POUY, Agent.

Hongkong, February 2, 1877.

## Sailing Vessels.

### FOR LONDON.

The 41 British Ship "STAR OF CHINA," BLANKIN, Master, will load here and have immediate despatch.

For Freight, apply to MEYER & Co.

Hongkong, February 5, 1877.

### FOR LONDON (DIRECT.)

(If sufficient Inducement offers.)  
The 3/8 L. 1.1 German Bark "HANSA," DENCKERS, Master, will load here, and have immediate despatch.

For Freight, apply to MEYER & Co.

Hongkong, January 29, 1877.

### FOR LONDON.

The 41 British Ship "ENGLAND'S GLORY," KNIGHT, Master, will load here and have quick despatch.

For Freight, apply to MEYER & Co.

Hongkong, January 2, 1877.

### FOR NEW YORK.

The 41 American Bark "OXYLON," KELLY, Master, will load here and at Whampoa for the above Port, and will have quick despatch.

For Freight, apply to RUSSELL & Co.

Hongkong, January 18, 1877. fe18

### FOR SAN FRANCISCO.

The American Ship "SUMATRA," Captain CLOUGH, will load here for the above Port, and will have quick despatch.

For Freight, apply to RUSSELL & Co.

Hongkong, January 19, 1877. fe19

### FOR LONDON.

(If sufficient Inducement offers.)  
The 3/8 L. 1.1 Russian Ship "VANADIS," WELAND, Master, will load here and have quick despatch.

For Freight, Sugar or Measurement, apply to

VOGEL, HAGEDORN & Co.

Hongkong, January 6, 1877.

### FOR NEW YORK.

The 41 American Ship "CUTWATER," CREELMAN, Master, will load here and will have quick despatch as above.

For Freight, apply to

VOGEL, HAGEDORN & Co.

Hongkong, January 2, 1877.

### FOR MANILA (DIRECT.)

The Spanish Schooner "NUEVO CONSTANCE," UBIARTE, Master, having the greater portion of her Cargo engaged, will have quick despatch as above.

For Freight or Passage, apply to



## For Sale.

## SAYLE &amp; Co.

## GREAT CLEARANCE SALE.

IN Order to make Room for SPRING GOODS.

On and after MONDAY, February 5th, We shall offer the Remainder of Our WINTER STOCK at an immense reduction.

DRESS GOODS at 15 cents per yard.  
DRESS GOODS at 20 cents per yard.  
DRESS GOODS at 25 cents per yard.  
DRESS GOODS at 30 cents per yard.  
DRESS GOODS at 35 cents per yard.

FANCY SILKS! We offer about 5,000 yards at 35 cents per yard, (these are more or less soiled); original price \$1.50 and \$2.00 per yard.

JAPANESE SILKS! Reduced to 40 cents per yard.

WOOL SHAWLS, MANTLES and JACKETS, Marked very Cheap.

LADIES' BOYS' and GIRLS' FELT HATS, at Half Price.

FANCY WOOL GOODS, at less than Half Price.

LADIES' and CHILDREN'S WOOL and MERINO HOSE, Greatly reduced.

100 dozen CHILDREN'S WOOL and MERINO SOCKS, all Sizes, at less than Half Price.

Several thousand Yards of VARIOUS REMNANTS, comprising: FLANNELS, CALICOES, PRINTS, MUSLINS, STUFF GOODS and Other Useful GOODS, are Marked at Prices, which must effect immediate Sale.

In order to prevent disappointment, We beg to inform Our Customers and the Public that this Extraordinary, and Unprecedented Sale must close on February 24th.

## SAYLE &amp; Co.

## VICTORIA EXCHANGE,

Queen's Road & Stanley Street.

## AH YON,

## SHIPS' COMPRADORE AND STEVEDORE,

No. 57, Praya Wen.

SHIPPING SUPPLIED WITH ALL KINDS OF COAL, WATER, BALLAST, FRESH PROVISIONS & OILMAN'S STORES.

Of the best quality and at the shortest notice, Hongkong, May 1, 1876.

## Notices to Consignees

## NOTICE.

## THE BRITISH SHIP TYBURNIA, FROM LONDON.

CONSIGNEES of Cargo by the above-named Vessel are requested to send in their Bills of Lading to the Undersigned for counter-signature, and to take immediate delivery of their Goods.

Cargo impeding the discharge of the Vessel will be landed and stored at Consignees' risk and expense.

MEYER & Co., Agents.

Hongkong, February 1, 1877.

## NOTICE TO CONSIGNEES.

CONSIGNEES of the undermentioned Goods per British Ship Tyburnia, from London, are requested to send their Bills of Lading for counter-signature to the Undersigned, and to take immediate delivery of their Goods, failing which they will be landed and stored at Consignees' risk and expense by

MEYER & Co., Agents.

White Stripes, 2103; Red Stripes, 7776

—8879 bundles RAILROADS.

Hongkong, February 5, 1877.

FROM BUSHIRE, BANDER, ABBAS AND SINGAPORE.

THE S. S. Gunga, Captain A. GAROAU, having arrived from the above Ports, Consignees of Cargo are hereby requested to send in their Bills of Lading for counter-signature to the Undersigned, and to take immediate delivery of their Goods.

H. A. ASGAR & H. ESMAIL.

Hongkong, January 24, 1877.

## COMPAGNIE DES MESSEAGERIES MARITIMES.

## NOTICE TO CONSIGNEES.

CONSIGNEES of the following Cargo are requested to send in their Bills of Lading to the Undersigned for counter-signature, and to take immediate delivery of their Goods, failing which they will be landed and stored at Consignees' risk and expense.

No Fire Insurance has been effected.

H. DU POUET, Agent.

Ex Melkong, December 29th, 1876.

ESD 18 bags White Wax.

Ex 403, January 11th, 1877.

THO No. 1/4, 20000 Stores.

GD No. 1, 4 case Paper.

Ex Amazonas, January 24th, 1877.

OE, one box Sundries.

Hongkong, February 7, 1877.

## COMPAGNIE DES MESSEAGERIES MARITIMES.

## S. S. AMAZONNE.

## NOTICE.

CONSIGNEES of Cargo per S. S. "Indus" from London, in connection with the above Steamer, are hereby informed that their Goods are being landed and stored at their risk at the Company's Godown, whence delivery may be obtained immediately after landing.

Optional Cargo will be forwarded on, unless intimation is received from the Consignees, before To-morrow, the 26th Inst., at Noon, requesting it to be landed here.

Bills of Lading will be counter-signed by the Undersigned.

Goods remaining unclaimed after Feb. 27th, the 31st Inst., at Noon, will be subject to rent and landing charges.

No Fire Insurance has been effected.

H. DU POUET, Agent.

Hongkong, January 24, 1877.

## Notices to Consignees.

## FROM LONDON AND SINGAPORE.

THE S. S. Galley of Lorne, having arrived, Consignees of Cargo are hereby informed that their Goods are being landed at their risk by the Undersigned into their Godowns, whence and or from the Wharf or Bosta delivery may be obtained.

Optional Cargo will be forwarded to Yokohama unless notice to the contrary is given by 5 p.m. To-day.

Cargo remaining undelivered after the 9th Instant will be subject to rent.

No Fire Insurance has been effected.

Bills of Lading will be counter-signed by

JARDINE, MATHESON & Co., Agents.

Hongkong, February 2, 1877.

## To-day's Advertisements.

## FOR SWATOW, AMOY &amp; FOCHOW.

The Steamship "LEONOR," Captain M. Young, will be despatched for the above Ports on SUNDAY, the 11th Instant, at Daylight.

For Freight or Passage, apply to

DOUGLAS LAPRAK & Co.

Hongkong, February 7, 1877.

## NOTICE.

MR. FRITZ LANGEN's Interest and Responsibility in our Firm ceased on the 31st December last.

WM. PUSTAU & Co.

Hongkong, January 1, 1877.

## TO LET.

No. 3, PROHILL TERRACE, ELGIN STREET, with Immediate Possession.

Apply to

LANE, CRAWFORD & Co.

Hongkong, February 7, 1877.

## PUBLIC AUCTION.

LANE, CRAWFORD & Co. will sell by Public Auction, in their Sale Room, Praya Central, on

FRIDAY,

the 9th February, 1877, at Noon,—

Safety Matches, Socks, Toilet Soap, Lavender Water, Barley, Raisins, Bonbons, Blacklead,

12 cases Soda Crystals,

50 cases Cognac,

1 Iron Water Tank,

8 Water Casks,

10 bags Oats.

TERMS OF SALE.—Cash before delivery in Mexican Dollars, weighed at 7.1.7.

The Lot or Lots, with all faults and errors of description, at purchaser's risk on the fall of the hammer.

Hongkong, February 7, 1877.

## Not Responsible for Debts.

Neither the Captain, the Agents, nor Owners will be Responsible for any Debt contracted by the Officers or Crew of the following Vessels, during their stay in Hongkong Harbour:—

BRIDGETOWN, British barque, Captain E. W. Crip.—Arnhold, Karberg & Co.

CEYLON, American bark, Capt. E. Kelly.

STAR OF CHINA, British ship, Captain E. B. Blaker.—Douglas Laprak & Co.

NEHEMIAH GIBSON, American barque, Captain D. Bradford.—Arnhold, Karberg & Co.

BONITO, German barque, Captain J. F. Wesenberg.—Siemens & Co.

ALDEN BESE, American barque, Captain S. Noyes.—Rozano & Co.

TYBURNIA, British ship, Captain Robt. Golden.—Meyer & Co.

## SHIPPING.

## ARRIVALS.

Feb. 6, China, German steamer, 643, P. H. Hennings, Shanghai Feb. 3, General.

SIMMONS & Co.

Feb. 7, Patroclus, British steamer, 1650, Courtenay, Liverpool Dec. 17, via Ports of call, and Singapore Jan. 30, General.

BUTTERFIELD & SWIRE.

## DEPARTURES.

Feb. 7, Yangtze, for Giam.

7, Douglas, for Coast Ports.

7, China, for Canton.

7, Arratoon Agar, for Manila.

7, Bridgetown, for Falmouth.

## CLEARED.

Christian, for Tientsin.

Deutschland, for Tientsin.

Norma, for Swatow.

Morning Star, for Bangkok.

Perseus, for Cebu.

## PASSENGERS.

Per Patroclus, from Sydney (N.S.W.).

Mr. Se On, and 400 Chinese.

Per China, from Shanghai, 25 Chinese.

## DEPART.

Per Douglas, for Swatow, Messrs J. D. Munro, and Rogge (for Amoy, Mr. and Mrs. Deane, and Mr. J. A. Maher) for Fochow, Messrs Greig and Hook Lee (for Shanghai via Fochow, Mr. E. Fritsch).

To Depart.

Per Norma, for Swatow, 150 Chinese.

Per Morning Star, for Bangkok, 50 Chinese.

## SHIPPING REPORTS.

The German steamer China reports: First 36 hours N.W. winds with rain; latter part N.E. wind and heavy weather to arrival.

The British steamer Patroclus reports: Came through Palawan Passage and had light winds and smooth water all the way.

## POST OFFICE NOTIFICATIONS.

## MAILS will close:—

For SWATOW, AMOY & FOCHOW.—Per LEONOR, at 5 p.m., on Saturday, the 10th Inst.

## MAILS BY THE FRENCH PACKET.—

The French Contract Packet AVA, will be despatched on THURSDAY, the 8th February, with Mails to and through the United Kingdom and Europe, via Marseilles; to Saigon, Singapore, Batavia, Galle, Pondicherry, Madras, Calcutta, Bombay, Aden, Suez, and Alexandria.

The following will be the hours of closing the Mails, &c.:—

Wednesday, February 7.—

5 P.M., Money Order Office closes. Post Office closes except the Night Box, which remains open all night.

Thursday, February 8.—

7 A.M., Post Office opens for sale of Stamps, Registry of Letters, and Posting of all correspondence.

10 A.M., Registry of Letters ceases.

11 A.M., Post Office closes except for Late Letters.

11.10 A.M., Letters (but Letters only) addressed to the United Kingdom, Saigon, or Singapore may be posted on payment of a Late Fee of 18 cents extra postage, until

11.30 A.M., when the Post Office Closes entirely.

Hongkong, January 5, 1877.

## MAILS BY THE ENGLISH PACKET.—

The English Contract Packet LOMBARDY, will be despatched with the Mails for Europe, &c., on THURSDAY, the 10th February.

The following will be the hours of closing the Mails, &c.:—

Wednesday, 14th Inst.—

5 P.M., Money Order Office closes.

6 P.M., Post Office closes except the Night Box, which remains open all night.

Thursday, 14th Inst.—

7 A.M., Post Office opens for sale of Stamps, Registry of Letters, and Posting of all correspondence.

10 A.M., Post Office closes except for Late Letters. Registry of Letters ceases.

10.15 A.M., Letters may be posted with LATE FEE of 18 cents extra postage till

11 A.M., when the Post Office Closes entirely.

11.30 A.M., Letters (but Letters only) addressed to the United Kingdom, via Brindisi or to Singapore, may be posted on board the Packet with Late Fee of 48 cents extra postage, till

11.50 A.M., when the Mail is finally closed.

Hongkong, February 3, 1877.

## MAILS BY THE UNITED STATES PACKET.

The United States Mail Packet CITY OF PEKING will be despatched on MONDAY, the 19th Instant, with Mails for Japan, San Francisco, the United States, and London, which will be closed as follows:—

2 P.M., Registry of Letters ceases.

2.30 P.M., Post Office closes.

2.30 P.M., Correspondence may be posted on board the Packet with Late Fee of 12 cents extra postage until

2.50 P.M., when the Mail is finally closed.

Correspondence must be specially directed for this route, and if not fully prepaid will be sent by British Packet.

Letters, &c., can be posted for Canada, the West Indies, and other places named below, if sufficient American Stamps are added to prepay them from San Francisco to destination. American Stamps are sold at this Office.

General Post Office,

Hongkong, February 6, 1877.

## General Memoranda.

FRIDAY, February 9:—

Noon.—General Weekly Sale by Messrs Lane, Crawford & Co.

Goods per Galley of Lorne undelivered after this date subject to rent.

SUNDAY, February 11:—

7 A.M.—Leonor leaves for Coast Ports.

MONDAY, February 12:—

2 p.m.—Sale of Office Furniture, &c., at Messrs Heard & Co.'s Office, Queen's Road.

3 p.m.—Meeting of H. K. General Chamber of Commerce, at the City Hall.

THURSDAY, February 15:—

Noon.—English Mail leaves for Ports of Call and Europe.

8 p.m.—Meeting of Shareholders of the Hongkong and Shanghai Banking Corporation at City Hall.

FRIDAY, February 16:—

2 p.m.—Meeting of Shareholders of The Chinese Fire Insurance Co., Limited, at No. 39, Queen's Road.

Transfer Books of The Chinese Insurance Co., Limited, closed from this date to 2nd March, inclusive.

Flower Show at the Public Gardens.

SATURDAY, February 17:—

Flower Show at the Public Gardens.

SUNDAY, February 18:—

8 p.m.—American Mail leaves for Yokohama and San Francisco.

8 p.m.—Meeting of Shareholders of the Hongkong and Whampoa Dock Co., Limited, at Club Chambers.

9 p.m.—Amateur Dramatic Club Performance at the City Hall.

TUESDAY, February 20:—

8 p.m.—Meeting of Shareholders of The Hongkong Fire Insurance Co., Limited, at No. 7, Queen's Road.

THURSDAY, March 1:—

8 p.m.—Occidental & Oriental S. S. Co.'s Steamer leaves for Yokohama and San Francisco.

FRIDAY, March 2:—

8 p.m.—Meeting of Shareholders of The Chinese Insurance Co., Limited, at the Head Office, Hongkong.

## MEMOS. FOR TO-MORROW.

## Shipping.

Noon.—French Mail leaves for Ports of Call and Europe.

## Amusement.

9 p.m.—H. K. Choral Society's Concert at the City Hall.

## THE HONGKONG DISPENSARY.

Established A.D. 1841.

## 香港大藥房

## A. S. WATSON &amp; Co.

## FAMILY &amp; DISPENSING CHEMISTS,

## WHOLESALE AND RETAIL DRUGGISTS,

## IMPORTERS

## OF

## DRUGGISTS' Sundries, NURSERY REQUISITES, TOILET REQUISITES, ENGLISH, AMERICAN, AND FRENCH PATENT

## MEDICINES.

## MANUFACTURERS

Soda Water, Lemonade, Tonic Water, Gingerade, Potass Water, Sarsaparilla Water, and other Aerated Waters.

The Manufactory is under direct and continuous European Supervision.

Hongkong, June 1, 1876.

The publication of this issue commenced at 7.35 p.m.

## THE CHINA MAIL.

HONGKONG, WEDNESDAY, FEB. 7, 1877.

THERE is one law in China which we should be inclined to regard as the same of injustice and absurdity if we had not such a high example before us of the sins of the father being visited upon the children. We allude to the Chinese statute providing that the son and other relations of a person charged with certain offences shall share in his punishments. We have an instance of this singular law being put into force recorded in a recent issue of the Peking Gazette. Li Hung Chang memorialises, reporting the proceedings taken in the case of a criminal found guilty of the murder of three persons of one family. The accused was a labourer employed by a farmer, who, with his two sons, had treated the murderer harshly in consequence of his neglecting his work. Enraged at this treatment, the accused resolved upon taking the lives of his master and the two young men, and in July last he carried his design into effect, while his victims were asleep, by hacking them to death with a chopper. The memorial concludes thus:—"In conformity with the law in such cases made and provided, he has been sentenced to suffer death by the lingering (ling-chi) process, and this sentence has been carried into execution. In conformity with the provisions of the same statute, the offender's son is sentenced, in consequence of his parent's heinous crime, to be transported to one of the farthest frontiers of the Empire, at a distance of not less than 4,000 li from the scene of the offence, and branded with two characters signifying the fact of the transportation; whilst the murderer's wife is likewise transported into a nearer place of banishment."

In view of the approaching Chinese New Year foreigners will do well to take a little extra care of their valuables, both household and personal. The case settled at the Police Court yesterday, in which a coolie was sentenced to six months' hard labour for tampering with his employer's safe is rather suggestive of the approaching croaker season, and the sudden disappearance of a gold watch and chain from the dressing table of another resident, a day or two afterwards, is a positive indication of it. It was fortunate for Dr. Adams that the lock of his safe was a Chubb's, and that the character of the men he had in his house was exposed in such an inexpensive manner. The case, or rather the valuables, of Dr. Ayres went further, and he fared worse. It is somewhat singular that two doctors should have fallen victims to these "tricks that are mean" within such a short period. The majority of analogies seem to be of opinion that "John" is not a thief; our opinion of the individual, as found in Hongkong, is that his thievish propensities are only limited by the opportunities he has of exhibiting them with security to himself, and to his own ultimate advantage. Of course we are not referring to the higher class of Chinese in the Colony. The honesty of the Chinese is no doubt somewhat greater than their truthfulness, but that is not saying much for it.



Inside the door in the room, and some holes had been recently made in the centre panel by some one, and from these holes one could see into the bedroom. A few minutes after he had gone into the bedroom, he heard Mr. Wotton go down to his breakfast. He did not see the defendant in his room at all. The case was then remanded till Friday next.

#### "NO B'LONG MY RIDGIN."

Pow Achi, servant to Dr. Adams, was charged by his employer for refusal of duty. The defendant had been house-boy to the complainant for about four months. Since the chair-coolies was convicted yesterday of attempt to commit felony, the servants in the house appeared to be in a semi-mutinous state, having been insolent in their demeanour, and the complainant's household management had been carried on with difficulty. About 1 p.m. on the 6th, the defendant asked permission of Mrs. Adams to go out, but this was refused him, because there was difficulty in getting the servants to work properly. Notwithstanding this refusal, the defendant went out and did not return till about 5 p.m. Complainant spoke to him in a kindly manner, pointing out to him that he had done wrong, but the defendant, in an insolent manner, retorted that he had business. At 5.30 p.m. complainant told him to light the gas in the drawing room, and to do this, it was necessary to put on the globes of the lamps, but the defendant folded his arms and said it was not his business and he would not do it. He persisted in his refusal, so the complainant had to take him to the Station. At the Station the complainant offered to withdraw the charge, if the defendant would promise that he would behave himself properly in future. The defendant, however, stoutly refused, and the complainant was therefore obliged to prosecute him now. The defendant admitted that his master had always been kind to him, but said it was the mistress who refused him permission to go out. His master wanted him to wash the lamp glasses, and he said it was too late that day, because if he washed them then, he must put them on wet, and that he would do it the next day. The Hon. C. May gave the defendant the full benefit of the law and its penalty, viz. by fining him £5, or in default, three months' hard labour.

#### EXTORTION.

Chun Afook, a fish-monger, who was charged with having attempted to extort 20 taels from a fisherman named Ng Ma Shing on the ground that he had possessed himself of another man's wife, was again brought up. The defendant simply denied the charge, but was sent to six weeks' hard labour.

#### LARCENY.

John Roberts, a seaman unemployed, was charged by John Moody, a ship's steward, also out of employ, with stealing a pair of boots. They were both boarding at the Salter's Home and the complainant missed the pair of boots, which had cost him £1.50. They were afterwards found in a second-hand clothes shop, the keeper of which identified the defendant as the man who had sold them to him. The defendant was sent to two months' hard labour.

#### CHARGE OF LARCENY AGAINST POLICEMEN.

John Gerling, P. O. No. 67, and Thos. Davis, an ex-sergeant of the Japanese Police, were again brought up for stealing some \$6 from a seaman named Warfield. One of the chair-coolies employed in the chair engaged by the 2nd defendant was called. He stated that at the Sing Ping Theatre, the 1st defendant and the complainant's chair went abreast of each other, while his was a little behind. The three chairs then turned up Square Street, when they all put down; the 1st defendant's and the seaman's were together a head. Witness was behind. He heard the 1st defendant say something to the seaman and then saw him run away down Ladder Street steps. The 2nd did not run but paid for the chair. The man Dodd belonging to the *Peng Chao Hai* had not been served with a subpoena owing to his refusal not having been here. The 1st defendant further stated that about a fortnight ago, he was on duty at Queen's Road when the first chair-coolie was always aggravating him, and he had struck him with the strap of his baton. The chair-coolie was causing an obstruction and he had threatened to look him up. The defendants were both committed for trial.

#### DEPORTATION FROM THE POLICE.

Chu Atak, an ex-police Constable, was charged by Acting Inspector Corcoran for deserting from the Police Force on the 11th December 1876, having joined only on the 12th July that year. He was brought back yesterday by the security, whose bond was exonerated. The defendant had not delivered up his accoutrements, there being missed 1 winter suit, 2 summer suits, 1 pair of shoes, 1 truncheon, 1 blanket and 1 set of brass numbers. The defendant said previous to his desertion, he had received several letters from his parents requesting him to go home to get married. He asked permission of the Inspector, but was refused. He therefore went away of his own accord. Fined \$100 or 4 months' hard labour.

#### DARING ROBBERY.

The two men charged with robbing \$87 from the person of a man who had lately returned from San Francisco, were again brought up, but the complainant was not to be found. Inspector Oredock applied for a remand till to-morrow, to find out the whereabouts of the complainant, who was suspected of having been tampered with.

#### SECURITY CHOPS.

(Shanghai Courier.)

Cases are constantly coming to light of persons in this community losing large sums of money by their comrades or shroffs through defective or worthless security chops. The Mixed Court Magistrate and the Foreign Assessor are blamed for not enforcing a claim against the security of a defaulting comrade, or shroff, or contractor, whereas the chop upon which the claims are founded, when it comes to be scrutinized by one who knows what is necessary to make the security liable, is found not to be worth the paper on which it is written. These designedly spurious chops are multiform, and we will give a few examples. One chop given by a

certain comrade where a large interest was at stake, guaranteed that the party secured would not swindle the foreign bank, in which his own money was on deposit and from which he was constantly receiving advances on goods on deposit left in the hands of the comrade, for the safety of which the security was required. This chop was written by the comrade himself (who declared to his master that it was like the correct form that had been placed in his hands), and two good names had been signed to it with an unintelligible stamp affixed. The party secured thought he had taken all the precaution necessary, when the securities, who were well known to him, and who were friends of the comrade, assured him that it was all right. In a short time the comrade disappeared, and the party secured discovered on examination that goods had been delivered, the advances upon which amounted to about the extent of his own private means—£22,000. He soon left with his family, wrecked in health, and hope and fortune, and all for not taking the necessary precaution to test the validity of a security chop. The comrade was finally secured, tried, and sentenced to two years' imprisonment, during which he died in a few months. Another form of defective security chop is when the security is made to guarantee that if there is any loss etc., he will assist in arranging the matter, etc., but does not promise to pay any money or make good any loss. Such chops are worthless. In other cases the forms may be nearly correct, but contain one or two characters that show clearly that the security did not intend to pay any money. Claims founded upon such chops, and others that might be mentioned, cannot be enforced before a Chinese magistrate. The most he could do, in a doubtful case, would be to try and arrange the matter. But the very latest trick in this line is interesting, and worthy of careful attention.

A certain firm required its shroff—whom we will call shroff No. 1—to give security in the sum of \$500 for the safety of certain funds, the collection of which had been entrusted to him. He gave the chop of a shroff on an opium shop. Finding that shroff No. 1 could not do the work, he was required to get another man and have him secured. A chop, which was accepted, was handed in. A day came when a large lot of bills were given out for collection, and for some reason the money remained in the hands of the shroffs a day or two; when shroff No. 1 went to his master with the usual apologies, and informed him, with many regrets, that he had speculated in a lottery and lost about \$3,000!—adding, however, he had certain assets in the form of houses in the city, and amounts due him which he would realize and pay in. The security of shroff No. 1 called, expressed regrets, and said he knew he would have to pay the amount for which he had given his chop (for that chop was in due form) and he would satisfy all claims in a few days. Meanwhile shroff No. 1 was detained at the Mixed Court, while No. 2 had absconded. In a few days the security of shroff No. 1 paid in \$500. By a little investigation it was found that the \$300 had been paid to him by the shroff for whom he was security. When he was told that the money received would be placed to the credit of the defaulting shroff, but that he must without delay pay in the \$500 for which he was bound, he did it, and claimed his security chop, which was returned. Subsequent investigations showed clearly that the \$500 also had been passed by the defaulting shroff to his security, which about used up his assets. The security chop of shroff No. 2 was found to be worthless, having been written by himself and his father's name forged to it; and the shroff No. 1 must have known that the chop was worthless when he handed it to his master, and assured him that it was all right. The little game is this: two parties agree together; A gets a place as shroff or comrade as the case may be, and B is willing to be his security. Then by attention to business and the interest of his master, A secures his unbounded confidence, till he will entrust large sums of money in his hands. Then A can have a misfortune; B will, of course, have to pay the amount of A's security chop, but A can pass that amount to B, and the balance in A's hands will be divided in a most harmonious manner. A very respectable Chinaman to whom we mentioned this scheme assured us that it did exist, and that we ought to warn foreigners of the danger. The danger is two-fold; 1st, the form of the security chop; 2nd, with a proper chop, the neglect to have money accounted for or the bills returned promptly. Men who persist in regarding and treating their shroffs etc., as immaculate, should not be surprised if they are swindled.

M. T. Y.

#### RECKLESS NAVIGATION.

Several disasters at sea have recently occurred which would seem to indicate an increasing tendency to carelessness and recklessness in the management of ships, both in the Royal Navy and in the merchant service. The other day the Captain of H. M. S. *Zenobia* was found guilty by a Court-martial of hazarding his ship, whereby she was placed in danger of being stranded off Cape Raper on the South American coast; and he was therefore dismissed from his ship. News has also come that a troop-ship, the *Tiger*, got ashore on the reefs of Bermuda on November 7th, and remained in a perilous position for several hours, though she eventually floated off with little damage. And now again, on the 8th of November, the *St. Lawrence*, another troop-ship, was wrecked at Easter-nor Point on her way to Cape Town, by striking on a sunken reef; while only a few weeks before, on the 19th of October, the *Windor Castle*, one of the Donald Currie line of mail steamers, also on the way to Table Bay, had a similar fate, under very similar circumstances, at Dassen Island. In these last two cases the vessels struck in perfectly fair and clear weather, and both had wandered out of their proper course.

The *St. Lawrence* was not a Queen's ship, but a hired transport; but she was under the command of a naval officer, Captain Hyde. She had some five hundred soldiers on board, together with women and children. She left Dublin on the 4th of October, touched at St. Vincent on the 17th, and, after leaving there, the voyage seems to have been smooth and pleasant, and no land was sighted until a moment or two before the wreck occurred. At noon on Tuesday, the 7th of November, she was by her reckoning well off the coast, and it was expected that she would be safely anchored in Table Bay soon after daylight next day. The night was beautifully calm and clear, with a very light south-east wind. The captain was lying down in his cabin,

with his clothes on, when about 3 a.m. on Wednesday morning the chief officer, who was on the watch, reported that land was in sight. Captain Hyde ordered him to ascertain the southernmost bearing of the land, and in a few minutes he brought back word that the land was not so far off as he at first thought, and that he had hauled the ship off. His officer said he had seen a light on the shore, which must have been a rising star. The captain went up at once, but had no sooner got on deck than the look-out reported something ahead, which he thought might be boats, and in another second or two the vessel struck. The engines were instantly reversed, but before the steamer lost way she had got fixed on the reef too fast to be moved. It was then found that there was deep water all round, except abreast of the foremast, where there was only three fathoms, and water in the fore-hold to the depth of eleven inches, which was rapidly increasing. There was, therefore, no alternative but to get the people out of the ship; and this was accomplished very expeditiously and in good order. About nine o'clock at night another effort was made to get the ship off, but without the slightest effect, though she was lightened by some hundred tons of coal being thrown overboard. At midnight on Thursday it was evident that the steamer would soon settle down by the stern, which she did about half-past seven o'clock next morning. There was on board, besides the troops, a considerable quantity of military stores, including field-pieces, shot and shell, and gunpowder and a large stock of clothes, very little of which has been recovered from the wreck. At present there is not evidence sufficient to justify a confident opinion as to the causes of this disaster. There is a suggestion of some unusual current during the fifteen hours before the accident having taken the ship out of her course, while other explanations point to an error in the steering or in the compass. On this point judgment must be suspended; but there are some other facts as to which there appears to be no doubt. These are, that the route was a familiar one, the weather all that could be desired, the sea calm, and the atmosphere perfectly clear. Yet no one on board the ship knew that she was close upon the reef until just before the very moment when she struck upon it. Moreover, this dangerous place is marked on the chart, and is, in fact, well known. It is Easter-nor Point, a headland to the west of St. Helena Bay; and the accident happened not because the captain and officers were ignorant of this, but because they did not know where they were, and fancied they were some distance to the north of the point, and safe in open water. In fact, the ship was clearly out of her natural course, and had gone out of her way in order to court danger. The probability is that there was that sort of sleepiness and blind confidence on the part of the officers and crew which takes for granted that on a familiar voyage everything is sure to be all right.

The story of the *Windor Castle* is almost identical with that of the *St. Lawrence*, and equally significant of the causes which led to the loss of the ship. She had not such a good time going out as the *St. Lawrence*. She had had heavy contrary winds; but the weather had become fine, and on the 18th October the passengers were in the expectation of being berthed in the Cape Town docks early next day, and went to bed with this comfortable prospect. About two o'clock in the morning every one was roused by an unusual sound, followed by a sudden and alarming stoppage of the ship. Some thought that they had reached the harbour sooner than was anticipated, and turned to go to sleep again, not caring to go ashore at such an early hour. They were quickly undeceived, and learned to their horror that the vessel had struck and was fast impaled on a reef of rocks, one of which was found to have thrust itself some seven feet between the fore and midsheeps. Within a quarter of an hour the engine-room was filled with water up to the water-line. Fortunately, however, there was no sea running, and the steamer lay as quietly in her position as if she were at anchor. Alarm guns and rockets were fired, and preparations made for the disembarking of passengers, who were all landed without any mishap. The incidents of the shipwreck are described as of the most prosaic and unromantic kind. Everybody went on shore just as it had been planned from the first; and the mails were safely delivered, though the ship has since broken up, and there have been heavy losses in cargo. There has been an inquiry into the disaster, and the captain's certificate has been suspended for six months, and that of the second officer for three months. This seems, to say the least, a lenient sentence under the circumstances. It is said that Messrs Donald Currie & Co., the owners of the ship, complain that there is no light on Dassen Island; and it is known to all competent navigators. Here, again, the reason why the ship went on the rocks in good weather, and without the faintest expectation of it on the part of the captain and officers, was that they were apparently ignorant of the bearing and were steering too much to the eastward, and a long way to land. The *Windor Castle* had for some years been carrying the mails to the Cape, and the proper course was perfectly well known. It may or may not be desirable that there should be a light on Dassen Island; but the absence of one is no excuse for a ship going blindly on the land when it is not in her way, and when its existence is notorious. Easter-nor Point, on which the *St. Lawrence* was wrecked, is about forty miles north of the reef upon which the *Windor Castle* was spiked, and neither ship seems to have had any excuse for getting near these dangerous and well-known rocks. It is satisfactory, of course, that these accidents have not been attended with any loss of life; but this is itself is purely accidental. Had a heavy sea been running when the ships struck, they would almost certainly have been dashed to pieces, and everybody on board drowned.

A Cape newspaper, the *Argus*, remarks that such disasters as these wrecks suggest an uncomfortable feeling that human caution is a broken reed, on which no reliance can be placed. "The conditions," it says, "under which both wrecks occurred were such that, as far as our present knowledge allows us to judge, circumstances were never less, and human infirmity never more, in fault. There is something absolutely exasperating and bewildering in the utter absence of any apparent cause for the disaster." This reasoning we imagine is that which must be produced on anyone who reads the particulars which we have given above. There was no contest with wind or waves; no unexpected emergence of previously unknown reefs. It

appears to be simply that the officers did not know where they were or what they were about, and so steered their ships straight upon inevitable destruction. In both cases the vessels were impaled before any one knew the imminent danger. The question is, whether this kind of recklessness is due to some inherent deterioration in the quality of modern seamen, or to some cause which may be found in the circumstances of their position. We are inclined to adopt the latter theory. The truth is, we suspect, that our sailors are for the time getting demoralized by the new conditions of navigation. Formerly, the management of a ship required the most constant, close, and vigilant attention on the part of everybody concerned. The captain, or whoever represented him on deck, was bound to keep his eyes wide open, and his mind uninterceptedly on the alert, in order to watch the position of the ship, and not only to observe the actual state of the wind and water, but to foresee from the aspect of the sky possible contingencies which might have to be encountered. Nothing could be taken for granted; every day had to be carefully looked to. The complete of Messrs Currie and Co. that there is no light-house on Dassen Island is very suggestive. Seaman's ship has got into that state in which personal vigilance and carefulness are apt to be set aside, and it is expected that the thoroughgoing navigators like the streets of a town. Here were two reefs, both marked on the charts and perfectly well known, and not at all in the direct or natural way to a particular destination, and yet it is argued that competent and experienced captains must be excused if they run straight on them, merely because there is no flaring light to warn them off. There are some wise words on this point which the late Captain Goodenough left on record. In reviewing the relative position of the navigators of the present day and those of a former period, he pointed out that "in other days the conduct of ships at sea, their discipline, and the handling of the material generally was based on the experience obtained in the practice of individual lives for many years, and on an acquaintance with external phenomena and internal details which were not reduced to law or elevated into system; but now we do possess rules and laws which greatly reduce the value of it, if they do not quite supersede the practical experience of a single life." And then he goes on to show that, if personal self-reliance, experience, and capacity are to be given up, the laws of navigation ought to be more systematically taught and enforced. And this is the natural conclusion from the present state of the case. Sailors are getting above their work in the old way, and are not up to it in the new. —Saturday Review.

#### AT THE IMPERIAL ASSEMBLAGE.

(From the Pioneer's Special Correspondent.)

OAMT, DELHI, 1st Jan.

The central ceremony of the great Assemblage has only taken place, but has somewhat disappointed me in spite of its splendour. The whole world of Delhi gathered together at the Assemblage; the Assemblage was filled with the princes of India, and the great European dignitaries of every province; the accumulated grandeur of display like this was very impressive to the reason, when one counted up its items, but I have never seen a solemn State ceremony in any part of the world, and I have seen a good many at various times, which appealed less to the emotions. The terrible sight with which in the present day great solemnities are reproduced upon the stage, reacts very painfully on the real thing. The stage effects are so real that the real thing itself seems stagey. And, as I have already said by telegraph, the decorations of the amphitheatre and the Viceroy's platform were so profuse, so highly coloured, and so overdone with flags, that the coup d'œil was gay rather than grand. The Crystal Palace has never done anything of the kind quite so well, but the Crystal Palace has approximated to fêtes like days, programmes worked like a clock except that the clock was about half an hour slow—no very serious retardation considering all the people who had to be got into their places. The plot of the piece was simple moreover, like that of most extravaganza, and there was not much room for modifications. The general arrangement of the scenery was in this wise:—The dais itself was a hexagonal platform with steps leading up from two opposite sides. A richly gilded railing ran round it, and it was surmounted by a conical roof of extinguisher shape, the ornamentation of which could only be described in many columns, if every detail were mentioned. There was an Imperial Crown on a cushion, on something shaped like a cushion, at the very top of all. For some distance down the narrow part of the dais, as if it were entirely of silver, or rather as if it were sheathed in a cloth made of silver thread. The design changed to red and gold, and became more sufficed with flags. Round the rim heraldic devices predominated, and the slender pillars which supported the elaborate piece of work were entirely gilt. Then from the six corners of the roof, hexagonal at its lower part, though it melted into a simple cone in the silver region above, ran cords stretching to the ground, and entirely dressed in little silk pennons, red, white, and blue, very pretty of course, but rather in the Jardin Mabille style of decoration. Round the gilded pavilion, as a central point, curved the two great arcs of seats. These were not semi-circular. The dais was brought up very much nearer to the middle of the amphitheatre's curve than the centre from which it would have seemed on a map to have been struck. So also with the curve of seats behind the Viceroy's throne facing the amphitheatre, where the European spectators were placed. The two curves together thus formed an elongated ellipse open at the ends. There was another opening in the middle of the "spectators' blocks" as the roof curve was called, which formed the grand entrance to the dais.

The amphitheatre was surrounded by a light roof of extremely pretty design, and the pillars supporting this were ornamented with crossed gilt spears and flags. The banners given by the Viceroy to the various Chiefs were all paraded behind their respective seats, and greatly attracted the eye of the whole scene. It was only through an opaque glass, however, looking at the amphitheatre from the opposite curve of seats, that any details could be appreciated. All the morning from half-past ten on, the great fan-dance prizes kept driving up. The roads out from the camp and from Delhi were blocked with

elephants and Rajah's troops, with carriages and crowds on foot from a very much earlier hour of course, and no doubt any one with the faculty of being in forty places at once would have seen a great many very interesting sights as these quaint processions filed out to their places. But except for a wonderful body of men that the carriage in which I was became entangled with on its outward journey, an infantry force armed with bell-mouthed blunderbusses of the most deliciously primitive type, mounted with flint locks, I saw none of the variegated troops that charmed me so greatly on the entry day. No doubt, they were all there, massed in great regions of space behind the amphitheatre, where one could see distant ranges of elephants and gilded howdahs gently riding at anchor; but there was no way of getting up to any high level from which the scene generally could be surveyed, and for each person it necessarily followed that all but a small portion of its effect was lost.

Actually within the enclosure formed by the curves of seats there were very few troops—just enough to line the red cloth pathway from the grand entrance to the dais, and a couple of guards of honour. I think more soldiers might have been brought on the stage with advantage. The army generally was behind the scenes. That is to say, the troops were drawn up in rear of the spectators' blocks, with the front line formed of two brigades, one from each division deployed in line: the remaining brigades were drawn up eighty paces in rear in quarter columns, and the cavalry in the third line in quarter columns of squadrons. The artillery were on the right and left flanks, four batteries on either flank, the line of guns being formed at an angle of 45° to the line of deployed brigades. General Biddulph was in command of the whole, as Sir James Brind was specially invited to be with the Commander-in-Chief.

Now you have a general idea of the arrangements, as they adjusted themselves finally. Fill up the pale turf—all Delhi damp turf is pale, it must be allowed, and of delicate constitution—with ladies and gorgeously uniformed officers walking about and looking at things from different points of view; season the dish also with Rajahs in diamonds, and garnish with ambassadors in pearls, and you have your Imperial Assemblage tolerably ready to be served up. The Viceroy has not sat down yet, but meanwhile we have Mr. Thornton in his white and blue sash of India robe, and any assemblage could go on upon that for some time. Mr. Thornton has business first at one end of the great enclosure and then at another; and admiring observation follows him wherever he goes. We also have an energetic political officer, mounted though within the enclosure, and clad outwardly in a Derby dust coat, inwardly in blue and gold, who trots about a good deal and helps to keep us amused. The Gaekwar then walks round and shows himself, led by Mr. Melville. He is clad in precious stones, ornamented here and there with velvet. Next the Nepalese Ambassador turns up and happens to sit within reach of my hand, so nearly that I am only deterred by the presence of police from running off with his hat. There were more pearls and emeralds on that hat than can possibly, in any other part of the world, be brought within so limited a space. The emeralds succeeded in bunches and rows, rattled against each other as the Ambassador moved. The more you looked at him "the more the wonder grew that one small head could carry all he wore." The treasures of his cranium were for external application only, so the rhymes is spoiled, but I should say that any young man of moderate tastes could marry and buy an estate, endow a family, and be happy on that hat for the rest of his life. However, it is impossible to fill up more than an hour or so in breaking the tenth commandment, and for this reason we rejoiced when evidence was procured of the Viceroy's approach. He came at half-past twelve, and then—you have only to refer to the bill of the play to know exactly what occurred, and the occurrences, it must be admitted, were dull. None of them rose above the level of formality. For people in the amphitheatre who could command a view of the group on the dais, Lord and Lady Lytton in raiment of befitting splendour, a brilliant staff behind them, Major Barnes, the gigantic chief Herald, and so forth, there may have been pleasure for the eye while the Queen's Proclamation was being read; but that document, however historically important, is not such a lively composition that you can take it up with pleasure again and again, like Dickens's novels. Major Barnes trying to make himself heard half a mile off read slowly, moreover; and it took a long time to work down from "whereas" to "God save the Queen." Then a treat was in store for us. Mr. Thornton executed one of his most magnificent bows, advanced to the steps of the dais, and began to read the Proclamation all over again in Urdu. To have heard him doing this might or might not have been interesting for finished Hindustani scholars, but certainly to see him doing it at a great distance, immediately after the document had just been very conscientiously read in English, was to wish that the next stage of the proceedings might be reached. Then came the firing, which had its charms of course; one felt interested in a salute of salutes; and in the *feu de joie*, the salutes were not much more impressive than single guns, but the *feu de joie* was delightful in the way the roll of sound swept down the enormous line of bank again was very grand; the *feu de joie* in fact "fetched" the spectators. A sudden stir and movement, a gust of little exclamations, showed that it had been appreciated, and since then I have heard many people refer to it as the thing that pleased them most.

Lord Lytton's speech has, of course, been long looked forward to as the great feature of the Imperial Assemblage, but as you already know, the address has been merely graceful commonplace. It makes no announcement whatever. Of all the cats that it was to let out of the bag, it fails to liberate the smallest kitten. The speech and the Proclamation, the gins and the national anthem, were all that took place. These over, His Lordship dissolved the Assemblage. I am told that before the Assemblage was done one or two of the greater chiefs either personally or by deputy spoke a few words of cordial loyalty to the Empire; but these did not occupy any length of time. There was a stamped and some of the elephants on the extreme right of the line, I heard—due to a fright taken at the *feu de joie*. Some six or eight of them rushed off, and passed out of the control of the mahouts, to the great terror, and I regret to learn, to the serious injury of a good many natives. One story says that several

were killed right out; I have had no means of verifying this.

The China Challenge Cup stands four and a-half feet high, and is about two and a-half feet in diameter. The cup was subscribed for by the British residents in China and the amount raised was £250. For this sum one of the most celebrated workers in gold and silver in Canton undertook to produce an appropriate work of art, but it is stated that, in labour alone, before he had completed his task, about £1000 was expended. The vase was presented to the National Rifle Association in 1864, and has been competed for at Wimbledon thirteen times by teams of ten men from each county. Edinburgh won the vase this year for the second time.

#### Quotations.

HONGKONG, Feb. 7, 1877.  
**OPIMUM.**—New Patna, cash, \$575  
 " " credit, 575  
 " New Bonares, cash, 545  
 " " credit, 545  
 " New Malwa, cash, 555  
 " " credit, 560  
 " Allowance Tels, 12 a 16  
 " Old Malwa, cash, 570  
 " " credit, 575  
 " Allowance Tels, 12 a 24  
**CAMPOR.** ... .. 18  
**QUICKSILVER.** ... .. 63  
**SALT-PETRE.** ... .. 5.90

#### Exchange.

Bank on demand, ... .. 4/2  
 " 30 days' sight, ... .. 4/2  
 " 6 months' sight, ... .. 4/3  
 Credit, ... .. 4/8  
 Documentary, 6 months' sight, ... .. 4/8  
 Bombay, ... .. 22 1/2  
 Calcutta, ... .. 22 1/2  
 Shanghai, demand, ... .. 75  
 " 30 days, ... .. 75  
 Bar Silver, 17, dwt. ... .. 84 prem.  
 Mexicanos, ... .. 10  
 Gold Leaf, ... .. 24.70  
 English Sovereigns, ... .. 4.76  
 Australian Sovereigns, ... .. 4.76  
 Discount, ... .. 10 a 12 1/2

#### Shares.

HONGKONG BANK, 30  
 H.K. Fire Ins. Co., \$575  
 China Fire Ins. Co., \$168  
 Union Traders' Ins. Co., \$1825  
 Union Ins. Society of Canton, \$680  
 Chinese Insurance Co., \$200  
 North China Ins. Co., \$12, 875  
 Yangtze Ins. Association, \$1, 680  
 H.K. & W. Dock Co., 47 1/2 ds.  
 H.K. O. & M. S. Boat Co., \$12 ds.  
 Shanghai Steam N. Co., \$18 ds. div.  
 Hongkong Hotel Co., \$52 ds.  
 Chinese Imperial Loan, \$30

#### Temperatures.

(Taken at Messrs Falcoun & Co.'s Premises, Queen's Road.)

HONGKONG, Feb. 7, 1877.  
**BAROMETER.**—9 A.M. ... .. 30.074  
 Do. 1 P.M. ... .. 30.080  
 Do. 4 P.M. ... .. 30.040  
**THERMOMETER.**—9 A.M. ... .. 79  
 Do. 1 P.M. ... .. 79  
 Do. 4 P.M. ... .. 66  
 Do. (Wet bulb) 9 A.M. 72 1/2  
 Do. Do. 1 P.M. 67  
 Do. Do. 4 P.M. 65  
 Do. Maximum, ... .. 78  
 Do. Minimum over night, 71

#### Shipping Intelligence.

HOME SHIPPING.

The following is corrected from the latest London Papers:—

#### DEPARTURES.

June 9, Aurora, from Richmond, U. S. to Hongkong.  
 Sept. 16, Sarah Nicholson, from London to Hongkong.  
 Sept. 16, Western Belle, from Cardiff to Hongkong.  
 Sept. 17, Palestine, from London to Hongkong.  
 Sept. 18, A. T. Stalmeacht, from Cardiff to Hongkong.  
 Sept. 23, Agnes Muir, from London to Shanghai.  
 Oct. 3, Belle of Oregon, from Cardiff to Hongkong.  
 Oct. 5, Vega, from Hamburg to Chetco.  
 Oct. 8, Glamorganshire, from London to Hongkong.  
 Oct. 14, Omaha, from London to Shanghai.  
 Oct. 14, Sir Harry Parkes, from London to Hongkong.  
 Nov. 12, Lima, from London to Hongkong.  
 Nov. 13, Rurik, from Cardiff to Hongkong.  
 Nov. 16, Hydra, from Cardiff to Hongkong.  
 Nov. 17, Eliza Shaw, from London to Shanghai.  
 Nov. 21, America, from Cardiff to Hongkong.  
 Nov. 23, Western Chief, from London to Hongkong.  
 Nov. 23, Madura, from Cardiff to Hongkong.  
 Nov. 26, Hannah Law, from Cardiff to Hongkong.  
 Nov. 28, New Era, from Cardiff to Hongkong.  
 Dec. 4, Bendutha, from Cardiff to Hongkong.  
 Dec. 14, Cyphrenes (etc.), from London to Shanghai.  
 Dec. 17, A. E. Vidal, from Hamburg to Hongkong.  
 Dec. 17, Carleke, from London to Hongkong.  
 Dec. 19, Channel Queen, from Cardiff to Hongkong.  
 Dec. 19, Chalmuir (etc.), from London to China and Japan.  
 Dec. 20, Chinaman, from London to Hongkong.  
**LOADING FOR CHINA AND JAPAN PORTS.**  
 At London.—Steamers the *Ben Camah*, Viking, Gadhill.  
 State of Louisiana, Macgregor.

#### Sailing Vessels.

Ceylon, ... ..  
 Windhover, ... ..  
 Hope, ... ..  
 Answer, ... ..  
 Albert Victor, ... ..  
 At Liverpool.  
 Duna, ... ..  
 Nestor (etc.), ... ..  
 Redoubt (etc.), ... ..  
 At Glasgow.  
 Redoubt (etc.), ... ..  
 Redoubt (etc.), ... ..



## Insurances.

**THE CHINA FIRE INSURANCE COMPANY, LIMITED.**  
HEAD OFFICE—HONGKONG.  
AGENCIES at all the Treaty Ports of China and Japan, and at Singapore, Saigon and Penang.  
Risks accepted, and Policies of Insurance granted at the rates of Premium current at the above mentioned Ports.  
NO CHARGE FOR POLICY FEES.  
JAS. B. COUGHRAN,  
Secretary.  
Hongkong, November 1, 1871.

**LANCASHIRE INSURANCE COMPANY.**  
(FIRE AND LIFE).  
CAPITAL—TWO MILLIONS STERLING.

THE Underigned are prepared to grant Policies against the Risk of FIRE on Buildings or on Goods stored therein, on Cables in Masted, on Goods on board Vessels and on Halls of Vessels in Harbour, at the usual Terms and Conditions. Proposals for Life Insurances will be received, and transmitted to the Directors for their decision.  
If required, protection will be granted on first class Lives up to £1000 on a Single Life.  
For Rates of Premiums, forms of proposals or any other information, apply to  
**ARNHOLD, KARBERG & Co.**  
Agents Hongkong & Canton.  
Hongkong, January 4, 1867.

**ROYAL INSURANCE COMPANY.**  
THE Underigned, Agents for the above Company, are prepared to grant Insurances at current rates.  
**MELOHERS & Co.,**  
Agents, Royal Insurance Company.

**CHINESE INSURANCE COMPANY, (LIMITED).**  
NOTICE.

POLICIES granted at current rates on Marine Risks to all parts of the World. In accordance with the Company's Articles of Association, Two Thirds of the Profits are distributed annually to Contributors, whether Shareholders or not, in proportion to the net amount of Premiums contributed by each, the remaining third being carried to Reserve Fund.  
**OLYPHANT & Co.,**  
General Agents.  
Hongkong, April 17, 1873.

**QUEEN FIRE INSURANCE COMPANY.**

THE Underigned are prepared to grant Policies against Fire to the extent of £50,000 on Buildings, or on Goods stored therein, at current local rates, subject to a Discount of 20% on the Premium.  
**NORTON & Co.,**  
Agents.  
Hongkong, January 1, 1874.

**NORTH BRITISH & MERCANTILE INSURANCE COMPANY.**  
Incorporated by Royal Charter and Special Acts of Parliament.

ESTABLISHED 1809.  
CAPITAL £2,000,000.

THE Underigned, Agents at Hongkong for the above Company, are prepared to grant Policies against FIRE, to the extent of £10,000 on any Building, or on Merchandise in the same, at the usual Rates, subject to a discount of 20 per cent.  
**GILMAN & Co.,**  
Agents.  
Hongkong, July 6, 1875.

**THE LONDON ASSURANCE.**  
INCORPORATED BY ROYAL CHARTER OF  
His Majesty King George The First, A. D. 1720.

THE Underigned having been appointed Agents for the above Corporation are prepared to grant Insurances as follows—

**Marine Department.**  
Policies at current rates payable either here, in London or at the principal Ports of India, China and Australia.  
**Fire Department.**  
Policies issued for long or short periods at current rates. A discount of 20% allowed.  
**Life Department.**  
Policies issued for sums not exceeding £5,000 on reasonable terms.  
**HOLLIDAY, WISE & Co.**  
Hongkong, July 25, 1872.

**MANCHESTER FIRE ASSURANCE COMPANY.**

THE Underigned Agents are in receipt of instructions from the Board of Directors authorizing them to issue Policies to the extent of £10,000 on any one first class risk, or to the extent of £15,000 on adjoining risks at current rates.  
A Discount of 20% allowed.  
**HOLLIDAY, WISE & Co.**  
Hongkong, January 8, 1875.

**MANCHESTER FIRE ASSURANCE COMPANY OF MANCHESTER AND LONDON.**

THE Underigned have been appointed Agents for the above Company at Hongkong, Canton, Foochow, Shanghai and Hankow, and are prepared to grant Insurances at current rates.  
**HOLLIDAY, WISE & Co.**  
Hongkong, October 14, 1865.

## Mails.

**COMPAGNIE DES MESSAGERIES MARITIMES.**  
PAQUEBOTS POSTE FRANCAIS.  
STREAM FOR  
SAIGON, SINGAPORE, BATAVIA,  
POINT DE GALLE, ADEN, SUEZ,  
ISMAILA, PORT SAID, NAPLES,  
AND MARSEILLES;  
Also,  
PONDICHERY, MADRAS AND  
CALCUTTA.

ON THURSDAY, the 8th February, 1877, at Noon, the Company's S.S. *ALFA*, Commandant HERNANDEZ, with MAILS, PASSENGERS, SPECIE, and CARGO, will leave this Port for the above places.  
Cargo and Specie will be registered for London as well as for Marseilles, and accepted in transit through Marseilles for the principal places of Europe.  
Shipping orders will be granted till noon. Cargo will be received on board until 4 p.m., Specie and Parcels until 3 p.m. on the 7th February, 1877. (Parcels are not to be sent on board; they must be left at the Agency's Office.)  
Contents and value of Packages are required.  
For further particulars, apply at the Company's Office.  
**H. DE POUREY,**  
Agent.  
Hongkong, February 2, 1877.



**STEAM FOR**  
Singapore, Penang, Point de Galle,  
Aden, Suez, Malta, Brindisi,  
Ancona, Venice, Mediterranean  
Ports, Southampton  
and London;  
Also,  
Bombay, Madras, Calcutta and  
Australia.

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY'S Steamship *LOMBARDY*, Captain HALL, will leave this on THURSDAY, the 15th February, at Noon.  
For further Particulars, apply to  
**A. MOLVER, Superintendent.**  
Hongkong, February 8, 1877.

**Occidental & Oriental Steamship Company.**

TAKING THROUGH CARGO AND PASSENGERS FOR THE UNITED STATES AND EUROPE, IN CONNECTION WITH THE CENTRAL and UNION PACIFIC AND CONNECTING RAILROAD COMPANIES AND ATLANTIC STEAMERS.

THE S.S. "*OCEANIC*," will be despatched for San Francisco, via Yokohama, on THURSDAY, the 1st March, at 3 p.m., taking Cargo and Passengers for Japan, the United States and Europe.

Connection is made at Yokohama, with Steamers from Shanghai.  
Freight will be received on Board until 4 p.m. of 28th instant. Parcel Packages will be received at the Office until 5 p.m. same day; all Parcel Packages should be marked to address in full; value of same is required.  
Return Passage Tickets available for 6 months are issued at a reduction of 20 per cent. on regular rates.  
For further information as to Freight or Passage, apply to the Agency of the Company, No. 37, Queen's Road Central.  
**G. B. EMORY, Agent.**  
Hongkong, February 1, 1877.

## For sale.

NOW READY.

**BUDDHISM, ITS HISTORY, THEORY AND POPULAR BELIEF.** in three Lectures. By Dr. E. J. EYEL. Second Edition. One Volume. 8vo. Price, \$1.50.

Orders will be received by Messrs Lane, Crawford & Co.  
Hongkong, July 31, 1873.

## FOR SALE.

**CUTLER, PALMER & Co.'s**  
Celebrated  
Brands of WINES and SPIRITS.  
Apply to  
**SIEMSEN & Co.**  
Hongkong, June 22, 1876.

## HONG LISTS.

Circular, large sheet.  
THE AMENDED HONG LIST in English and Chinese, containing the Names of all the most important Companies, Institutions and Mercantile Houses in the Colony.  
Price, 25 cents each; or \$2.50 per dozen.  
At the "China Mail" Office.

## For sale.

**TUBORGS FABRIKKER**  
DANISH BEER.  
TO BE HAD FROM  
**LANE, CRAWFORD & Co.**  
Hongkong, January 15, 1877.

**WASHING BOOKS.**  
(In English and Chinese.)  
**WASHERMAN'S BOOKS**, for the use of Ladies and Gentlemen, are now ready at this Office—Price \$1 each.  
China Mail Office.

## To Let.

TO BE LET.  
THE PREMISES No. 39, Queen's Road, at present in the occupation of the BORNEO COMPANY.  
**TURNER & Co.**  
Hongkong, February 6, 1877.

TO LET.  
HOUSE No. 14, Gough Street.  
Apply to  
**J. J. DOS REMEDIOS & Co.**  
Hongkong, February 2, 1877.

TO LET.  
HOUSE No. 7, Oatley Road, lately occupied by Mr PARKER.  
House No. 10, Albany Road, at present occupied by the Rev. R. H. KID.  
**DAVID BARBOON, SOHNS & Co.**  
Hongkong, January 10, 1877.

TO BE LET.  
THE Premises at present occupied by the International Ice Manufacturing Co., Limited.  
For particulars, apply to  
**MEYER & Co.**  
Hongkong, December 11, 1876.

TO LET.  
THE Upper Portion of Nos. 42 and 44, Queen's Road.  
Apply to  
**DOUGLAS LAFRAIK & Co.**  
Hongkong, November 17, 1876.

## Intimations.

**W. BALL,**  
CHINA DISPENSARY.  
IMPORTER OF DRUGS, CHEMICALS, DRUGGISTS' Sundries, TOILET REQUISITES, PATENT MEDICINES AND PERFUMES.  
Prescriptions Dispensed with Carefulness, and Prompt Attention.

**PRAYA WEST, HONGKONG,**  
Near the Canton Steamer's Wharf.  
Hongkong, July 13, 1876.

**AFONG,**  
PHOTOGRAPHER,  
by appointment, to  
**H. E. SIR ARTHUR KENNEDY,**  
Governor of HONGKONG;  
and to  
**H. L. H. THE GRAND DUKE ALEXIS OF RUSSIA.**  
Wyndham Street, formerly ARTHUR'S CHINA, has on hand the Largest and Best collection of Views of China, Photography Albums, Frames, Cases, &c., of assorted sizes. Photographs enlarged from C. D. V. size to life size and coloured in oil. A new apparatus for Photography has been received from England; he is prepared to take Photos. of Buildings and Interiors at the shortest distance.  
Hongkong, July 17, 1876.

## NEARLY READY.

**A CHINESE DICTIONARY IN THE CANTONESE DIALECT.** Part I. A to K, with Introduction. Royal 8vo., pp. 202.—By ERNEST JOHN EYEL, Ph.D. Tubingen.  
Price: TWO DOLLARS AND A HALF.  
To be had from Messrs LANE, CRAWFORD & Co., Hongkong and Shanghai; and Messrs KELLY & WALSH, Shanghai.  
Hongkong, January 22, 1877.

## THE CHINESE MAIL.

TERMS OF ADVERTISING IN THIS Chinese Mail.

TWO cents a character for the first 100 characters, and one cent a character beyond the first 100, for first insertion, and half price for repetitions during the first week. Subsequent weeks' insertions will be charged only one half the amount of the first week's charge. Advertisements for half a year and longer will be allowed a deduction of 25 per cent on the total amount, and contracts for more favourable terms can be made.  
Efforts have been made to establish Agents for circulating the Chinese Mail in all the ports and in the interior of China, all the ports in Japan, in Saigon, Singapore, Penang, Calcutta, Batavia, Manila, the Philippines, Australia, San Francisco, Peru and other places which Chinese frequent. When the list of Agencies is completed, it will be published. Agents have been already established in most of the above places, and in important ports more than one agent has been appointed at each.

**CHUN AYIN,**  
Manager.  
Hongkong, February 2, 1874.

## Intimations.

**HONGKONG.**  
**Chs. J. GAUPP & Co.,**  
WATCHMAKERS & JEWELLERS,  
38, Queen's Road,  
NAUTICAL INSTRUMENTS,  
CHRONOMETERS,  
&c., &c., &c.,  
Carefully Repaired, Cleaned and accurately rated under guarantee.  
All Repairs in the above line done at reasonable rates and with despatch.  
Hongkong, May 1, 1876.

NOTICE.  
ON and after the 15th of January, my Charge for Brokerage on all SHARES, will be HALF PER CENT on the Full Amount, to be Paid by the Seller only.  
**W. M. MORGAN,**  
Broker.

**MUNICIPAL CORPORATION, PENANG.**  
THE Municipal Commissioners of Penang are desirous of receiving DESIGNS for a TOWN-HALL. This Building is to be erected on the ground on the east side of the Esplanade situated between the latter and Duke Street, and its cost is not to exceed \$50,000.  
The Commissioners offer a PREMIUM of \$400 for the best and most suitable Design with Specifications; and competitors have the option of forwarding Tenders for carrying out the work.  
The Designs, accompanied with all documents, are to be sent to the Municipal Office Penang on or before the 1st of March next. For further information apply to the Secretary to the Municipal Commissioners at Penang.  
**D. C. PRESGRAVE,**  
Municipal Secretary.  
Penang.  
Municipal Office,  
The 21st September, 1876.

## THE HONGKONG CHINESE MAIL.

THE Circulation of THIS PAPER has been very much extended. The following are some of its Agents:—  
Macao.—Man Chuen Shop.  
Canton.—Sing Chuen Native Post Office, Luen Hing Street; Chui Heng Low Hotel, Luen Hing Street; Kwong Tin Fat Shop, Yan Tai Street; Mr Sit Chuen Fan, Tung Wen Kwan; Yuen Fong Shop, in front of the Provincial Treasurer's Yamen; How Yuen Shop, Small Market Street, New City; Yee Cheung Photograph Shop, Honam; Kwai Heung Shop, Sin Cheong, Honam.  
Swatow.—Sui Cheong Hong; Wok Shun Loong Hong.  
Amoy.—Chin Cheong Hong, Mook Kik Street.  
Fookien.—Mr Yü Ching Cheong, Poochow Arsenal; Mr Lam Kwok Ching, Maritime Customs.  
Shanghai.—Mr Ng Ching Shun, Maritime Customs; Mr Ho Yee Chuen, Maritime Customs; Mr Chuen Sing Ho, Messrs Jardine, Matheson & Co.; Mr Kwong Chuen Fook, Educational Mission School; and Mow Sing Sang Kee shop.  
Ningpo.—Mr Sung Min Chee, Maritime Customs.  
Hankow.—Yee Hing Hong.  
Chefoo.—Yee Shun Hong.  
Japan.—Mr Leong Chun Tong, Municipal Office, Yokohama.  
Saigon.—Wohang Hong.  
Singapore.—Ting Kee Hong; Kwong Fook Sang Hong.  
Penang.—Yow Wing Fong; Argus Office.  
Calcutta.—Mow Sing Company.  
San Francisco.—Kwong Fong Tai Hong.  
The above are some of the Agencies; others will be published, when they are arranged for. Negotiations are in progress with the express couriers who carry the official despatches and Peking Gazette, to circulate the Chinese Mail in the interior of China.  
Hongkong, March 10, 1874.

## EXPOSITION UNIVERSELLE DE 1876.

THE CONSUL for FRANCE has the honour to inform those Persons who wish to take part in the intended Exhibition, that they will find at the Consulate all Information and Particulars they may require.  
For the Consul,  
**G. BOULOUEZ, Vice-Consul.**  
Hongkong, December 13, 1876.

**P. F. DA SILVA,**  
GENERAL COMMISSION AGENT,  
TAKAO and TAIWANFOO. [629]

## Now Ready.

**THE CHINA REVIEW.**  
Vol. V., No. 5.

Annual Subscription, postage included, \$6.50.

Managers of the Chinese Language, (Continued from page 53.)  
Establishment of American Trade at Canton.  
Chinese Intercourse with the Countries of Central and Western Asia in the Fifteenth Century, Part I. (Continued from page 182.)  
The Boater's Song.  
The Law of Inheritance.  
Short Notices of New Books and Literary Intelligence.  
Notes and Queries—  
Validity of Chinese Marriages.  
Money Loan Associations.  
Bean Cakes as a Menus.  
Piglin English.  
Books Wanted, Exchanges, &c.

China Mail Office,  
Hongkong, January 10, 1877.

## HONGKONG MARKET PRICES.

Corrected to Saturday, January 27, 1877.

At 1075 Cash per Dollar Mexican.

Price.	Highest.	Lowest.
<b>Butcher Meat.</b>		
Bacon, English, lb.	450	400
" Ame. Sugar cured, "	300	250
" Footbrow, "	160	140
Beef, strick and prime cut, cy.	130	150
Beef Corned, "	150	140
" Roast, "	150	140
" Soup, "	90	80
" Steak, "	150	140
Bullocks' Brains, per set	60	50
" Tongue, fresh, each	275	250
" " corned, "	320	300
" Head, "	600	500
" Heart, "	150	140
" Feet, "	50	40
" Kidneys, "	60	50
" Tail, "	100	90
" Liver, "	80	60
" Tripe (undressed), catty	80	40
Calves' Head and Feet, set	600	400
Hams, American, lb.	800	250
" Chinese, "	180	170
" English, "	360	340
Mutton Chop, "	170	140
" Leg, "	170	140
" Shoulder, "	140	120
" Liver, "	120	110
Pigs' Chikilings, "	60	50
" Feet, "	100	90
" Fry, "	110	100
" Head, "	90	80
" Heart, "	60	50
" Kidneys, "	60	70
" Liver, "	100	80
Pork Chop, catty	150	140
" Corned, "	130	120
" Leg, "	130	140
" Fat or Lard, "	110	100
Sheeps' Head and Feet, set	240	220
" Heart, "	80	40
" Kidneys, "	80	70
Smoking Pigs, "	1750	1000
Veal, "	140	120
<b>Poultry.</b>		
Capon, "	180	160
Ducks, "	110	100
Deer, Shanghai, "	\$2.00	\$1.75
Eggs, Hen, "	100	—
" Duck, "	100	—
" Salt, "	120	—
Fowls, "	160	150
Geese, "	120	110
Partridges, "	250	230
Phasian, Canton, live, pair	\$2.00	—
" Shanghai, dead, "	800	—
Pigeons, "	140	120
Quail, "	60	50
Snipe, "	110	100
Rabbits, "	600	500
Teal, "	150	140
Turkeys, Cock, catty	600	550
" Hen, "	450	400
Wild Duck, "	350	300
" Geese, "	700	—
Woodcock, "	800	—
<b>Fish.</b>		
Bombay Ducks, new per hundred	850	300
Bream, "	100	80
Carp, "	80	70
Codfish, Salt, "	200	—
Crabs, "	140	100
Cuttle Fish, "	90	80
Dace, "	100	90
Edo, Conger, "	50	40
File Fish, "	60	50
Fresh Fish, Large, "	180	120
" Small, "	80	80
Frogs, "	140	100
Garoupe, "	140	130
Haddock, "	100	90
Herrings, "	70	60
" smoked, box	\$1.00	—
Live Fish, "	150	140
Lobsters, "	60	50
Macrarel, "	60	50
Oysters, "	130	120
Parrot Fish, "	140	130
Perch, "	70	60
Pomfret, "	100	90
Prawns, "	100	90
Ray, "	100	90
Roach, "	140	130
Rock Fish, "	140	130
Salmon, Canton, "	100	80
" Saltwater, "	140	—
" Pickled, tin	300	—
Salt Fish, "	120	100
Shark, young, "	80	70
Shrimps, "	80	70
Skate, "	60	50
Snapper, "	110	100
Snipe Fish, "	70	60
Soles, Fresh, "	60	50
Tench, "	80	70
Turbot, "	100	90
Turbot, Small, "	350	300
<b>Vegetables.</b>		
Annapas, "	450	400
Bamboo Shoots, catty	100	80
Beans, sprout, "	14	12
" Broad, "	40	30
" French from Macao, "	60	40
Best Root, "	12	10
Brassica, catty	12	10
Cabbage, White, Canton, "	12	10
" Common, "	8	6
" Hongkong, catty	70	60
" Macao, "	70	60
" Turnip, Bet, each	12	10
Carrots, Salt, catty	20	—
Carrots, Fresh, "	40	30
Cauliflower, "	70	30
Celery, Chinese, catty	40	30
" English, "	50	40
Cucumbers, "	50	40
Chilies, Dried, "	150	100
" Mixed, "	60	50
Curry Stuff, English, "	40	30
Egg Plant, "	40	35
Garlic, (bulb) dried, "	50	40
Ginger, "	30	20
Greens, White, "	12	10
" Winter course, "	15	—
Green Sprouts, "	20	15
Green Peas, in shell, old, "	60	50
" young, "	40	—
" Horse Radish, "Shai, "	225	200
Lettuce, Chinese, "	25	20
" English, head	10	—
Mint, catty	12	15
Mushroom, dried, "	750	600
Onions, Bombay, "	110	100
" Green, "	20	—
Parley, Chinese, "	50	—
" English, bunch	12	10
Potatoes, California, catty	17	15
" new, Macao, "	15	13
" Sweet, "	12	10
Pumpkins, "	20	15
Radishes, "	30	20
Scallions, catty	20	15
Shallots, "	40	35
Sesamum, "	120	100
Taro (U Tau), "	12	10
Tomatoes, "	80	40
Turnips, Salt, "	20	15
" English, each	10	—
" Chinese, catty	15	10
Water Lily Root, "	25	20
Water Cress, bunch	20	10
Yams, catty	30	20
<b>Fruits.</b>		
Alouettes, catty	60	50
Apples, Dried, "	500	400
" Californian, "	200	120
Almonds, (Bombay), "	—	180
Bananas, fragrant Punt, "	30	25
" Common, "	80	—
Chestnuts, new, "	100	—
Oococnuts, "	60	50
Ornates, bottle	400	350
" lb.	200	180
Dates, bottle	500	400
Figs, Dried, "	500	400
Ground Nuts, "	30	25
Lemons, "	70	60
Lichees, Dried, "	200	180